

BACKGROUND

Commuter rail service is part of UTA's 30-year project timeline. Upon final completion, commuter rail will extend from Brigham City to Payson, roughly paralleling Interstate 15.

Commuter rail will be completed in segments, with the first scheduled phase between Weber County and Salt Lake City.

CORRIDOR PRESERVATION

In January 2002, UTA announced an agreement to purchase 175 miles of rail corridors from Union Pacific Railroad. This purchase is the largest geographic right-of-way acquisition undertaken by a transit agency in the United States. Federal regulators approved the \$185 million purchase, and the transaction was finalized in September 2002.

The purchase preserves valuable railroad corridors that could be used for commuter rail or other transit projects along the Wasatch Front.

Corridors Purchased

The following corridors were included in the purchase:

- A north/south corridor (running parallel to the freight mainline) from Payson to Brigham City.
- The former Denver and Rio Grande Western line from North Salt Lake to South Ogden.
- A line between South Salt Lake and Sugarhouse
- A line from Midvale to West Jordan/South Jordan, also known as the Mid-Jordan line.

Funding for Purchase

Funds for the right-of-way acquisition were raised through bonding and a \$20 million grant from the Utah State Legislature.

ABOUT COMMUTER RAIL

Speed

Commuter rail typically transports passengers in heavy rail vehicles at average speeds of 80 miles per hour.

Stations

Due to its more regional service and higher speeds, commuter rail has fewer stations than the area's light rail lines. The Weber County to Salt Lake City segment will have nine stations: Salt Lake City Intermodal Center, North Temple, Woods Cross, Farmington, Clearfield, Layton, Roy, Ogden Intermodal Center and Pleasant View.

Service

UTA expects to begin construction in 2005 and anticipates opening the line in early 2008.